

ABSTRACT OF THE DISCLOSURE

The system includes at least one transmission belt operable to couple the drive shafts of auxiliary devices with a pulley operatively connectable to the crankshaft of the internal combustion engine, and a servo controlled clutch operable selectively to control the coupling of the pulley with the crankshaft of the internal combustion engine. Between the pulley and the crankshaft of the engine is interposed an overrun clutch such that when the angular velocity of the crankshaft is greater than and, respectively, less than that of the pulley, the pulley is able to be driven in rotation by the crankshaft and, respectively, becomes freely rotatable with respect to this crankshaft. The servo controlled clutch is normally de energised and disengaged. The system further includes control devices for causing energisation and engagement of the servo controlled clutch and activation of the machine as a motor, whilst the internal combustion engine is not running, in order to restart the motor by means of the electric machine operating as a motor.